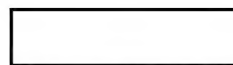


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17 July 1963

MEMORANDUM FOR THE RECORD

SUBJECT : Conversation with Captain Carmody Relative to Carrier Training Exercise for IDEALIST Aircraft

1. Captain Carmody called the morning of 15 July to say that although he was not personally present there was a meeting 13 July between Admirals Schoech, Anderson, Chief of Naval Operations, and Admiral Ricketts on the subject of long-range planning for U-2 carrier operations. The purpose of the meeting apparently was for Admiral Schoech to inform Admiral Anderson of recent developments, including our discussions of recent date with Admiral Schoech on this subject.

2. According to Carmody, Admiral Anderson expressed concern over any protracted U-2 operations from Sixth Fleet carriers in the Mediterranean lest this ultimately be discovered and boomerang on the image which Navy is striving to portray in this theater, namely that of an impartial "force for peace" on behalf of the Western powers. I reassured Carmody that because of the relative complexity of U-2 operations it was probable that carrier-based U-2 ops would not become a household affair and that this capability would be reserved in large part for critical targets in the Mediterranean and elsewhere. In view of this, I told Carmody it was my feeling that Anderson's reticence although understandable was not necessarily pertinent.

3. Carmody said he was still attempting to arrange a date for the projected training exercise on the USS KITTY HAWK during the period 3 through 16 August, and that because the time between now and then was relatively short for planning purposes, he felt that he and I should proceed this week to brief Vice Admiral Stroup, COMNAVIAIRPAC in San Diego, since Stroup has the KITTY HAWK within his purview. At the same time it was agreed that we should also informally brief Captain Horace Epps, USN, Skipper of the KITTY HAWK (CVA-63). He also said that it would be a good idea before going out there to

NRO and Navy
review(s) completed.

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[redacted]

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25X1 get together with Vice Admiral Rayburn, the head of Naval Research, to discuss informally with him the projected cover arrangements for the training exercise. I agreed to the San Diego trip to be set for 17 and 18 July to include in addition to the pair of us [redacted] representing OSA IDEALIST Operations. During this trip we will also have a chance to drop in on Kelly Johnson Wednesday afternoon, 17 July, to see the modified fuselage cart/loading sling, which he has put together and which was successfully tested late last week. According to Kelly, he is ready for the training test at any time henceforth.

4. As an outgrowth of my conversation with Carmody, I had several discussions with Commander Skidmore at [redacted] request to determine the communications capability of the KITTY HAWK, especially on SSB which will be used to monitor the flight from Edwards. Skidmore spoke to a Lt. Peterson, identified only as "the KITTY HAWK Project Officer at OPNAV" on this subject. The KITTY HAWK has a max output of 1,000 watts on SSB and covers all frequencies from 2 to 30 MC in 1.0 increments. They allegedly can switch at will from one frequency to the other, so that compatibility of the Edwards SSB and that on the carrier appears to be no problem. The KITTY HAWK can monitor a total of 5 frequencies simultaneously at maximum power of 1,000 watts or 3 frequencies simultaneously at 100 watts. In addition, by adding a single antenna on the forward end of the ship they can provide an on-deck pre-flight checkout of the aircraft SSB prior to launch. It was agreed with Skidmore that the question of mission call signs and authentication procedures would be left for discussion with Captain Epps in San Diego during our visit. I reminded Skidmore that there was no SIF in the U-2, and that we did not wish to get into difficulty either on flying near the carrier or entering the ADIZ from a point at sea. He said he thought that we should mention this to Admiral Stroup and obtain his assistance in suppressing carrier radars, but he added that since it would be necessary to fly an FAA-approved flight plan from the KITTY HAWK to Edwards for the U-2, the problem of clearance to fly through the ADIZ should not be impossible to handle.

25X1 5. As a last note, I turned over to Chief, Materiel Division, the movement of the T2V carrier arresting gear parts from Navy to [redacted] Commander Justice in Bill Holcomb's office said 15 July that these parts were ready for shipment by either Quicktrans or commercial air freight. [redacted] 25X1 [redacted] and I agreed that since the weight in cube is small, and since Justice

[REDACTED]
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25X1 said that these parts would be on indefinite loan, there was no requirement to forward them to [REDACTED] through Warner-Robbins Air Force Base as we had earlier thought there might be. [REDACTED] plans to send them in care of The C and J Equipment Company, Burbank, and I left it to him to work out details with Commander Justice.

[REDACTED]
JAMES A. CUNNINGHAM, JR.
Deputy Assistant Director
(Special Activities)

cc: Mr. Elder

25X1 [REDACTED]
ADD/R

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